BY THE SOUTHERN MAIL.

orrespondence of the Herald.]

Philadelphia.

[Correspondence of the Herald]

Philadelphia, Ang. 30, 1844.

Our city was visited last evening with another destructive fire, the act no dosbt of an incendiary. It occurred about eight o'clock, and was confined to two three story brick buildings, Nos. 5 and 7 Dock street, occupied by Wm. Rudolph, chair-maker, John Ackerman, hat-block maker, and W. Evans, chemist. They were almost entirely consumed, together with the greater part of their contents. The property of the two former gentlemen were uninsured; Mr. Evans was partly insured. The conduct of the "non-accepting" and county companies upon this occasion was commendable, particularly the Hope Hose, to whose exertions the fire in a great measure was prevented from spreading farther—while the conduct of the "accepting" companies, and a body of the city police, with James Young at its head, was, on the other hand, cowardly and contemptible. The latter were there, I presume, to preserve the peace, and see the fire ordinance compiled with; but they neither done one thing or the other.

The obnoxious act of Councils, relating to the Fire Department, contains certain restrictions, which, if not complied with, render the parties hable to arrest, &c. Now the Hope Hose Company refused to accept the conditions of this ordinance, and were first upon the ground last night, took and lead out several plugs, and acted as latthful firemen. But mark, when their aid was no longer required, some contemptible engineer causes their water to be stopped, and even arrests a member found in possession of a plug, dragged him before the Mayor—and is held to bail in \$300 to answer—what I the noble discharge of his duity!

But again mark—high constable Young knew the county companies had no right in the city, according to the act of councils; but did he interfere with or arrest any of them? No; he knew better. I ask him if he presence of the Fairmount was not contrary to law, and if the members were not armed and prepared to engage in a fight? I ask him if he even attempte PHILADELPHIA, Ang. 30, 1844.

into the street, she having stepped into the store to price an article. Very property, Mr. de Young was taken before the Mayor, and held to bail in \$300 to answer.

Wm. Martin has also acted very ungentlemanly towards another lady, if the story of Francis Duffy be true, and I have no reason to doubt it. Francis states that William threatened to kill his wife, and that his general conduct was uniformly bad, for which Mayor Keyser—I beg pardon—Mayor Scott, thought it proper to hold him to bail in 1000 dollars.

It is really amusing to hear the wailings of some of our small fry politicians—Whig, Locofoco, and Native—particularly the latter. Augustus De Kalb Tarr—what a patriotic name!—is raising the very devil, simply because the party shook him off, and did not wish to be destroyed by such a candidate for any office. The fact is, there will be rare sport in the course of the next week, when the tickets are all complete, the progress of which I shall be very careful in narrating particularly. There will be one of the grandest pelitical rows kicked up in this quarter ever witnessed, and I fancy such men as General Peter Sken Smith—no relation to John Smith—and Augustus De Kalb Tarr, will cover themselves with eternal glory in the fight! But enough to-day—my budget shall be open next week—so look out Natives, Whigs and Locos.

Stocks are drooping, as you will observe by to-day's transactions. The fact is, our brokers lack spirit—lack enterprise—and lack the means to deal upon a large scale! It's a fact, and well the shrewd speculators know it. Pennsylvania Fives go up and down, like the school-boys see-sawing upon a plank, and every body appears afraid to touch them! The sales of Wilmington RR 23; 100 U Bank 71; 200 Girard Bk 11‡, 75 de 11‡, 8000 Fenn's 5's, 71‡, \$100 de do 70; 20 Wilmington RR 23‡.

Penn's 6's, 71\(\frac{1}{2}\); \\$100 do do 70; 20 Wilmington R R 23\(\frac{1}{2}\).

SHIP NEWS.

Correspondence of the Herald.

PHILADELPHIA, Aug. 30—P. M.

Arrived—Joseph Marsh, Poland, Savannah. Below—St Lawrence, from Liverpool.

Cleand—Occola, Sylvester, Plymouth; Kenduaksag, Mitchell; Wasson, Notton; Erie, Baxter: Ooccola, Murch; Columbia, Drinkwater; Cadmus, Tucker; Homer, Lilia; Egremet, Sawyer; Stroc, Osborn; Burmah, Sargent, and Wm Crawford, Anderson, Boston; Abigail, Grant, Salem; American Eagle, Lombard, Savannah; Eugene, Skinner, Cambridge; Frances Maria, Smith, NYork; Princess, Rackett, NBedford; Whale, and Constitution, NYerk. Home Ports.

PHILADELPHIA, Aug 38—Art Ashland, Mason, New York.—
Below, Nonparel, fm Arecibo; Bolina, NYork. Cld Lehgha,
Young, NOrleans; Maria, Bowen, and J Cohen Jr. McFallan.

Young, NOrleans; Maria, Bowen, and J Cohen jr, McFarlan West Indies.

Baltimose, Aug 29—Arr Atslants, [Br.] Whitney, Demers rr; Council, Baker, Boston. Cld C W Wallace, [Br.] Imlay Halifax; Maria, Atwell, St Augustine, Fla: Rochester, Fountain, N York, Sid Frances Amy, Binney, Barbadoes; Union Potter, Providence.

SPECIAL

EXPRESS TO LIVERPOOL AND LONDON.

By the ACADIA, to sail from Boaton on much and the state of the st

The new Steamboat WASHINGTON

IRVING Capt H Tuthill, will commence
the property of the propert

The splendid new Packet Ship NORTHUMBER LAND, Captain R. H. Griswold, sails positively as above her regular day.

This ship has excellent accommodations for cabin, second cabin and steerage passengers. These wishing to secure bertha should not fail to make early application on hoard, or to a second cabin and strength of the cabin should not fail to make early application on hoard, or to a second cabin and strength of the cabin should not fail to make early application on hoard, or to a second cabin and strength of the cabin should not fail to make early application on hoard, or to a second cabin and strength of the cabin should not fail to make early application on hoard, or to a second cabin and the cabin should not fail to make early application on hoard, or to a second cabin and the cabin should not fail to make early application of hoard or to be second cabin and the cabin should not fail to make early application of hoard or to be second cabin and the cabin should not fail to make early application of hoard or to be second cabin and the cabin and the cabin should not fail to make early application of hoard or to be second cabin and the cabin and the cabin should not fail to make early application of hoard or to be second cabin and the cabin should not fail to make early application of hoard or to be second or to be

FOR LIVERPOOL—Packet of the ist September.

The splendid, fast sailing packet ship COLUNBUS
captain Cole, sails positively as above, her regular
This ship has excellent accommodations for cahin, second
cabin and steerage passengers. Those wishing to secure bettle,
should not fail to make early application on board, or to
author to the control of the

Aussee

FOR NEW ORLEANS LOUISIANA AND NEW YORK LINE Warnated first regular Pack-to-To-sail This Day, 31st inst.—The extra fast suling at Orleans wharf, and having nearly all her cargo on board, will positively sail as above.

For freight or passage, having handsome furnished accommedations, apply on board, at Orleans Wharf, foot of Wall street, or to

E. K. COLLINS & CO.

5 South street.

sured, and that the ships of this flow tised.
Shippers will please send in their bills lading this day.
Shippers will please send in their bills lading this day.
Agents in New Orleans—Messrs. Hullen and Woodruff, who will promptly forward all goods to their address.
The packet ship Genesee, Capt Minot, will succeed the Lorena, and sail 5th Sept.

Sept. FOR NEW ORLEANS—The factories of the Captain Captai

PASSAGE FOR NEW ORLEANS—The fast sailing and favorite packet ship LORENA. Captain Unquehart, will have immediate despatch. She has pleaded accommodations for cabin, second cabin and atterage passengers, who will be taken at a low rate, if early application be made on board, foot of Wall stoort, or to August 1988.

August 1988.

UNION LINE OF PACKETS—FOR NEW ORLEANS—First Hagular Packet—To sail with despatch—The splendid packet ship JOHN MIN-THE accommodations for cabin, second cabin and steerage passengers are very susperior, and persons wishing to embark should make early application on board, at Murray's wharf, foot of Wall street, or to JOSE-IM MeMURRAY.

PASSAUE, FOR NEW UNLE, ANS.—First Paceon Time of the Control of